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NOTES.

ASSISTED COLLEGE IMMIGRANTS.

THREE DIRIGO colleges—the University of Maine, Colby, Bates—have established an intercollegiate board of arbitration, to which will be referred all athletic controversies arising among them. This is the first bit of clear blue in the wide and cloudy firmament of intercollegiate sport, a sky prolific in thunder and lightning. It is vain to look for any extension of that azure rift.

Bates and Colby and the University are only simple little colleges. They have their troubles and squabbles, but their worst war is peace to the perpetual hostilities or armed neutralities of the big colleges. Besides, these sophisticated institutions have customs which are not only dear, but expensive, and diplomatic and subtle ways of getting the better of one another.

Their pickets, scouts, and spies are always in the enemy's country, visiting his feeding schools, cutting off his supplies. Is Bill Jones, who has the making of a great full back in him, spelling out his Cæsar at the Blinktown Classical Academy and gratifying the wishes of a proud mother by fitting for Blank? Along come the polished ministers plenipotentiary from Harvard, Yale, Princeton, Columbia, or Pennsylvania. They reason with that young man. They are so eager to have him get a good education that they even offer to pay his way through college. The young man, flattered by such attentions and such offers, decides to give Yale, let us say, the benefit of his presence. The New Haven atmosphere looks most congenial. But the rival Talleyrands are always watching him. If he is Yale's as a sub-freshman, Columbia or Princeton may lure him away by the time he is ready to "enter college." And even after he has passed his examinations he may be induced to change his mind.

Is this enthusiastic devotion to amateur sport unknown in Maine? Surely there must be many Maine boys who have gone elsewhere as assisted college immigrants. At any rate, the large colleges will not give up a habit so advantageous to education. We expect to see some of those curious gentlemen of leisure, who pass their lives happily in "rooting" for old Blank and in contributing to the athletic subsidy and corruption fund, establish an endowment the income of which will be used in defraying the college expenses of worthy young football students.—The New York *Sun*.

NEW YORK in these days is not a city of small things, and the executive committee of the board of education has approved the contracts for an enormous schoolhouse, which, with the outlay for the land upon which it will stand, will represent a total expenditure of more than a million dollars. This

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extensive edifice will be constructed on the crowded East Side at Essex, Hester, and Norfolk streets. It will contain the amazing number of 124 class-rooms, and nearly forty-five hundred little men and little women will pass within its doors. Elevators will carry the children to the upper stories of the half-dozen floors.

THE type of motor which has been publicly and privately tested near Schenectady in the last few days for hauling canal boats possesses several features which distinguish it from any of the dozen or more already tried in this country and Europe.

The machine is virtually an electric locomotive, running upon a railway along the tow-path, and hitched to a rope which pulls the boats. It rides upon a single rail, but in order to accommodate motors drawing boats in the opposite direction a second rail is provided, parallel with and near the first. In a certain sense this road is elevated. For a reason about to be mentioned, it is necessary to have a portion of the mechanism reach under the rail, as well as above it. To be more exact, the lower part of the machine extends under the stout I-shaped steel beam on which the rail rests; but the principle and requirements are the same. Space enough to allow freedom of movement must be left between the permanent structure and the ground.

The most novel feature of the design is the method by which "adhesion" is secured. Weight alone might not suffice. Consequently, means have been provided for gripping the railway between the wheels above and the wheels below. Such a pressure can thus be brought to bear that slipping is almost impossible. The same idea has been worked out in another way by Ganz &

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Co., electrical engineers at Budapest. When a competitive trial was made on a canal near Berlin a few months ago, a motor supplied by that firm was one of twenty that were tested, and it gave more satisfaction than most of its rivals. In the Ganz motor a solitary rail was embraced between two wheels that slanted toward it, one on each side. In the Schenectady machine the grasp is more direct, and is exerted vertically. No doubt there are other features which differentiate it still further from the Hungarian model.

The motive power used with the latest American machine is electricity. Gasoline or even steam could be used instead, but they have their disadvantages. In the pending experiments a direct current is used, but in case the system is ever installed it is thought that an alternating current would be employed. That is a comparatively unimportant detail. The current is now taken from an overhead wire by the typical trolley pole. For these features the third rail and sliding shoe might, perhaps, be substituted. Still, the form of conductor is not essential. The main novelty is the gripping mechanism whereby adhesion is obtained.

The machine now on trial weighs 12,000 pounds (six tons), and can develop eighty horse-power. Any speed which may be thought desirable can be got out of it. The designer is said to be an engineer of the New York Rapid Transit Commission. To construct a mile of railroad of the type here outlined would probably cost \$18,000. These figures do not include the motors.

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At the annual meeting of the Amateur Athletic Union, held in New York, delegates representing organizations from the Atlantic to the Pacific were present. Several proposed amendments to the constitution were under discussion. The record of 9:28 $\frac{1}{2}$ for the two-mile run, made by Alexander Grant on September 25, 1903, at Travers Island, was accepted. An amendment to the constitution, providing for a National Legislation Committee to consider and settle disputes over the registration of athletes, where two or more sectional associations are concerned, was adopted. Other records for 1903 allowed by the association included the following:

70 yards, low hurdle race, five hurdles—L. G. Blackner, New York, Feb. 28. Time 8 $\frac{3}{4}$ seconds.

75 yards, high hurdle race, six hurdles—M. Bockman, Milwaukee Athletic Club, March 7. Time 7 seconds.

120 yards, high hurdle race, ten hurdles—E. J. Clapp, Berkeley oval, New York, May 30, 1903. Time, 15 $\frac{3}{8}$ seconds.

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70 yards run—W. A. Shick, Jr., New York, Feb. 28. Time, $7\frac{1}{8}$ seconds.
Three-legged race, 60 yards—W. S. Edwards and P. A. Sayles, New York, Jan. 15. Time, $7\frac{3}{8}$ seconds.

Three-legged race, 100 yards—W. S. Edwards and P. A. Sayles, New York, Aug. 11. Time, 12 seconds.

Throwing 56-pound weight, unlimited—J. S. Smithell, New York, Athletic Club, New York, Sept. 7. Distance, 38 feet 5 inches.

Putting the 42-pound stone—J. S. Mitchell, New York, Sept. 7. Distance, 26 feet $8\frac{1}{2}$ inches.

A large number of swimming records were allowed, including:

50 yards straightaway, across stream—David Gaul, Philadelphia Swimming Club, Lafayette Pa., Aug. 15. Time, 31 seconds.

100 yards straightaway, across tidal salt-water—Charles Ruberl, New York Athletic Club, Travers, N. Y., Aug. 1, 1903. Time, $1:05\frac{1}{8}$.

200 yards, bath, seven turns—Charles Ruberl, New York, March 7. Time, $2:28\frac{1}{4}$. Also intermediate record for 125, 150, and 175 yards.

500 yards, 19 turns—Joseph W. Spencer, Columbia University, New York. Feb. 14. Time, $7:01\frac{3}{4}$. Also intermediate records for 225, 250, 275, 300, 325, 350, 375, 425, 450, and 475 yards.

900 yards, across tidal salt water, 6 turns—Charles Ruberl, New York Athletic Club, Travers Island, Sept. 11. Time, $11:44\frac{3}{4}$. Also intermediate record for 550 yards.

One mile, across tidal salt water, 45 turns—Charles Ruberl, Travers Island, Sept. 11. $28:05\frac{3}{4}$. Also intermediate records for 900, 1,100, 1,210, 1,320, 1,540, and 1,650 yards.

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